



S. A. S. M. E. E. Bulletin

**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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1927 ~ 2006

THE OFFICIAL JOURNAL OF

**THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC**

MARCH 2006

ISSN/0155/3700

CLUB JOTTINGS

BY SMOKEY.

SPRING RUNNING NOVEMBER 2005

The last spring run for the year, Saturday 19th of November, saw a warm sunny day of 22 degrees, which drew 8 birthday parties and what seemed like a million kids. Our always alert Safety Officer Michael Moyse kept a vigil eye out for any misbehaviour which generally turns out to be minimal.

We were paid a visit by Murray Hill of the Altona and South Western Railway Club of Victoria. Murray, a man of great interest and a good story teller is always welcome in South Australia. He soon befriended Graeme Driscoll and was seen driving the popular Kitson Meyer prior to opening time.

Member Don Zanker was spotted making a rare visit to the Club not withstanding somewhat less than good health nowadays.

For many years Don was constructing a 5"g S.A.R. 400 class Garret. However, being unable to finish the project he handed things over to another competent member who intends to complete the project.

The canteen ladies, namely, Jean Clark, Margaret Lewis and Dorothy Ambler handled a brisk trade. The steam house, always popular, had a full staff compliment of Colin Cook, Ralph Ollerenshaw, John Weidenhoffer and Bob Scanlon. Understand Bob is overjoyed in having his car drivers licence back again.

The boat pond, looking nice and clear, also had a full compliment with Norm Kernick, Bob Smith, Dean De guisto, Bill Weste and Mary and Gerry Turner in attendance. A real bonus for the day was 2 runs of Norm's hydroplane instead of the usual one at 3pm.

SASMEE PARK 5"6

Station attendants Graham Richards and Ainsley Cuthbertson were kept extremely busy in organising passenger loading for the following trains:-

0-6-0 Simplex	Len Redway.
2-8-0 Nigel Gresley #457	Rodney Harris.
4-6-0 Black Five #5073	Alan Wallace.
0-6-0+0-6-0 Meyer Kitson #34	Graeme Driscoll.
----- Steeplecab Electric	Ian Clark.
----- Shunter Junior #004	John Monte.

MILLSWOOD 7.25"G

Station attendants Alan Brabham and Alex Mitropoulos were also kept busy dispatching the following trains:-

0-4-2 Talylyn #1	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.
0-6-0 Simplex #10	John Lewis.

ROLLING STOCK

With the commissioning of the new 5" g carriage shed and subsequent extra storage area in the 7.25" g carriage shed regular runner Rodney Harris was given permission to store 2 recently refurbished 9ft x 7.25" g passenger cars.

These cars were delivered on Saturday 19th November 2005 and will compliment his magnificent 4-6-0 Black Five.

ROLLING STOCK INSPECTIONS

It is a SASMEE policy to inspect all operational passenger carrying vehicles every 2 years to ensure standards are not compromised.

By the time that you read this the inspections will have taken place and all vehicles that have passed will bear a red sticker with white writing stating "Expires Feb. 08"

Any newcomers, following successful inspection will be issued with the necessary sticker.

ANNUAL LUNCH

Fine food, fine surroundings and fine company was the order for the Club's annual luncheon get-together. Again at "Fresh

Choice" restaurant at Sturt, just a stone's throw from the Marion Shopping Centre, on Sunday 20th November 2005. Some 42 persons attended and thoroughly enjoyed themselves. Someone said "it's noisy in here" only to realise that the noisy chatter was emanating from our own 2 long tables!! Although 2005 is the 5th year that we have enjoyed this fine venue some members are suggesting a change next year. Perhaps this is not such a bad idea, perhaps we will head north -- we will have a discussion on the matter in 2006.

LIBRARY

SASMEE has a comprehensive library covering every facet of model engineering and full size. So why not make use of it. Librarians Jack Davey and Bill Coles are only too happy to help you with subject matter.

SUMMER RUNNING DECEMBER 2005

The first Summer run on Sunday 4th December was in fact our last public run for 2005, amid a warm sunny day of 26 degrees and some 8 birthday parties in tow.

The 5" loco lifter [a modified "Crown"] was operational although several items are still to be completed --see separate report.

Those persons who used it were completely satisfied and thankful that the arduous task of unloading heavy locos is now greatly simplified.

The following locos handled the crowd with ease.

SASMEE PARK

2-8-2 D&RGW Mudhen #453

2-8-0 Nigel Gresley #456

0-6-0 Simplex

0-6-0+0-6-0 Kitson Meyer #34

----- Steeplecab Electric

Peter Hoyer.

Bryan Homann.

Len Redway.

Graeme Driscoll.

Michael Moyse.

MILLSWOOD

0-4-0 Talylyn #1
0-4-0 Dolgoch #2
0-6-0 Koppel
0-6-0 Simplex #10
0-6-0 Hunslett

Bert Francis.
Craig Dunstan.
Glen Templeman.
John Lewis.
Ian Thomas.

CARS ON GROUNDS

In case you may have forgotten, a gentle reminder is given that NO member's cars are permitted on SASMEE grounds on run days unless you are providing operating trains, boats or have been given special permission to do so.

3.5" GAUGE TRACK

Although not generally used much nowadays our 3.5" g facility occasionally gets dusted off. Accordingly no storage facilities exist at SASMEE Park Station. Locos have to leave the track in order to take a break. However with the completion of the new 5" g carriage shed provision has been made for the 3.5" g rails to go part way to this facility, a distance of some 30ft [9.2m] from the main line.

The narrow gauge finishes just under the pedestrian bridge and is signposted "END 3 1/2" G"

Loco drivers please be advised accordingly.

ENTERTAINMENT

The December meeting, being the final for 2005 were treated to the classic British 1953 comedy, "The Titfield Thunderbolt" from the Barry Dunstan Collection.

The January meeting was, as usual took the form of a play night.---see report elsewhere in this edition of the Bulletin.

The February meeting was entertained by Alan Wallace giving an illustrated talk on loco efficiency in full size and how it relates to our models. Hope that drivers took note for our next trials.

2 following new member:-
eptember 2005.

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Phil was discharged on 20/12/0
some help was arranged to furtl
Phil cannot drive his car anymor
only too pleased to have a phone
of having a chat. Phone number

INTERCLUB INVITATION

The mode of communication bet
the form of invitations to speci
members can get together, with
compare ideas and just play tra
themselves.

The Morphet Vale Railway is no
all for a get together on Satur
Notwithstanding a showery day
make the day enjoyable includin
diesel, countless rolling stockan
Their revamped premises are ve
friendly and their trackwork be
dedication to the hobby.

Unfortunately only 3 SASMEE
attendance, a pity that more ki
perhaps it was the fact that th
established local meeting which
precedence.

Perhaps next year a different c
member`s diaries.

Anyway the icing on the cake w
4 steam locos hauling, with som
of 23 cars interspaced with pa
Interestingly it can be noted t
own particular theme or trader
endeavours to emulate full size

pretty good estimate. In keeping with normal tradition the deserts consisted of fruit salad and ice cream. Liquid refreshments were provided in the way of soft drinks, tea and coffee.

Following the meal the opportunity was taken for families and friends who only catch up once a year to have a chat whilst many others just continued to ride on the trains.

It was gratifying to have the St Johns organizer, Ian Coburn present for the BBQ. The President and Secretary presented a cheque for \$1000.00 in recognition of our gratitude for the St John crew attendance on our public field days. It gives SASMEE a great piece of mind knowing that we have suitable qualified people on hand in the event of an accident.

Whoa and behold at 8pm it started to rain --- what a damper. People began scurrying to pack up, and trains headed to the stations for shelter. We thought that the night would carry on until 10pm at least!!

A good job the rain didn't start 2 hours earlier, it would have been a catastrophe. By 9pm all trains and people had packed up and the grounds vacated.

All in all, although a little short, it can be said that another successful SASMEE event has taken place.

The word "successful" is attributable to the organising efforts of one member, John Lewis. John seconded the help of several members including Ian and Joan Clark and Alan Brabham who helped clean up the next day. The club is also grateful to Gavin Thrum and the Advertiser for supplying the gaint BBQ facilities. Thanks also to the following trains and drivers who supplied many rides.

5"g Track

0-6-0 Speedie

2-8-0 Nigel Gresley #457

----- Heisler

Alan Wallace.

Rodney Harris.

Michael Tingay.

7.25"g Track

0-4-0 Jens #1938

Bill Coles.

0-4-0 Dolgoch #2

Barry Dunstan.

0-6-0 Hunslett pet/hyd

Andrew Thomas.

NEW LOCO or WHAT ??

The Xmas BBQ day saw Alan Wallace roll up with what was thought, at first glance, a new loco.

It was in fact his 0-6-0 red Speedie sporting a new livery of G.W.R. green.

A professional looking paint job has given this award winning loco a new lease of life.

SUMMER RUNNING JAN. 2006

Utter disappointment!! Our first run for the new year on Sunday 1st January had to be cancelled!!

Following the hottest December since 1939 Friday 30 December was a scorching 42.6 degrees, and the following Saturday was not much better at 39.5 degrees.

Fire bans were in force which meant 9pm fireworks displays had to wait until after midnight which upset a lot of New Years Eve celebrations. What was most upsetting for us was the forecast of continuous rain for New Years day, some 30mm. As promised it did rain quite relentlessly, and this was compounded by a power blackout in the Millswood area until about 1.50pm.

Lighting -up facilities and signals were rendered inoperable. Of course the canteen was also affected making trading impossible. The public were disappointed to be greeted by a sign saying that we were closed due to inclement weather.

Trackwise the 7.25"g circuit suffered a minor buckle at the canteen curve level crossing and this will be rectified by insertion of any extra set of fishplates. This is the first buckle in 3 years so our record is still pretty good.

It is unprecedented, but in a 6 month period SASMEE has had to cancel 2 public field days due to rain albeit in 2 separate years i.e. 18th June 2005 and 1st January 2006.

INTERSTATE VISITORS

On the public holiday, January 2nd, the day after our washout PFD, President Barry Dunstan took "Dolgoch" for a run at SASMEE to test some modifications. Whist driving his train down the driveway he noticed 2 people standing at the front gates beckoning him over.

The 2 people happened to be on holidays from Queensland, namely, Phil and Gwen Blank, members of the Maryborough Club more commonly known as MELSA. They exhibited a desire to come in, have a ride on the train and discuss similarities between the 2 clubs.

Being kindred members the President signed them in and entertained them for about an hour. MELSA like SASMEE has alternative insurance to the AALS scheme and discussion on the pros and cons took place. Phil advised that as his club is in a public park all the track [5"g mainly] is laid on concrete with some turnout components removed after public field days to foil and vandels.

A charge of \$1.50 per person for a ride is very reasonable.

Again like SASMEE char is the most favoured fuel notwithstanding the steep increases over the past couple of years.

The visitors were impressed with SASMEE's location between the Noarlunga and Belair train lines which gives us excellent exposure to the travelling public. MELSA puts out their own calender each year and Phil promised to forward us a copy in due course.

Being Phil and Gwens first vist to SASMEE they took some photos, including the loco and were very appreciative of being allowed in for a look.

JANUARY PLAY NIGHT 2006

In keeping with the SASMEE tradition the General meeting for the beginning fo the new year, [Tuesday 10th] takes the form of

a play night with invitations to the other kindred clubs. Luckily this year [unlike last year's 41 degrees which prevented steam operations] the temperature was a much milder 31 degrees and drew an attendance of 80 plus persons including Railway Park, Penfield and Morphetvale. Interestingly the Presidents of all 4 clubs were together at the same time.

Some of the 5" g locos that attended chose to use our new modified "Crown" lifter and were pleasantly surprised at the ease with which the locos were transferred from road vehicle to the turntable.

The 7.25" g lifter has now been fitted with a flashing red light and an intermittent sound unit to warn operators to switch the unit off when unloading is completed. [No operating sound is heard at the lifter as the hydraulic motor is over in the workshop.]

Graham Brown brought along a cute little 3 wheel golf buggy powered by a 12 volt battery giving a choice of 2 speeds by the flick of a switch. This unit was powerful enough to take an adult rider over the Millswood pedestrian bridge. What made this item so special was the "For Sale" sign of \$100.00.

Several people were interested, particularly young Daniel Lyas who said he would like to own it however the price was out of his range. The buggy finally caught the eye of Railway Park member Merv. Haesse who thought it was a bargain and snapped it up. Pity it couldn't be converted somehow to run on 5" g!!

John Lewis once again supplied members and visitors with tea, coffee, soft drinks and fruit cake, courtesy of SASMEE.

Norm Kernick was noted operating a boat on the pond which looked like the old S.A. Harbor's Board pilot launch "Sir Wallace Bruce". The craft was also fitted with lights for night running. The Steam House could not operate as the boiler was stripped down for its annual inspection.

continued.

The following locos were noted in attendance:-

7.25" gauge Locos.

2-4-0 "LiL Lima"	Bill Brown.----MVR
	Andrew Davies.- "
4-6-0 Green Pacific	Ian Thomas.---- SASMEE
----- Shorties [2]	Dicker Family.---- "

5" gauge Locos.

2-8-0 Caribou	John Wakefield.----AMSRS
4-8-4 S.A.R. 520 Class	John Lyas. ---- "
4-6-0 3 Cly Freelance	Glen Templeman ---- SASMEE
2-8-0 Buffalo	Brad Cottle. ----- "
2-8-2 S.A.R. 700 Class	Bob Smith. ----- "
0-6-0 Speedie	Alan Wallace. ----- "
----- Junior #4	John Monte ----- "
----- NSW 422 Class D/E	Malcolm Ambler. -- "

All in all an excellent day which commenced at 4.15pm and concluded at 11pm.

STEAM HOUSE

On wednesday 4th January 2006 boilerhouse stalwarts Ralph Ollerenshaw and John Weidenhofer began stripping the "Pascoe" boiler in readiness for Bernie Dickinsn to carry out his annual inspection. Once again Bernie was satisfied that all was in order and accreditation was given for another 12 months. Having been retubed just 2 years ago and with correct water treatment this boiler should be good for many years to come. It is no secret that Bernie intends to retire at the end of this year, which no doubt will leave a hard to fill hole as persons with Bernies expertise and qualifications relating to steam operation are now very rare and it may be that a new form of assessing items for accreditation will have to be made.

CLUBHOUSE ROOF.

Following the report in the last Bulletin relating to the above, members are advised that Custom Roofing began the library re-roofing and other repairs on 22nd November 2005 and was completed to our satisfaction after 3 days.

The Clubhouse, apart from a couple of window frames is now virtually maintenance free.

We were informed by the contractors that the main clubhouse roof, now that it has been refastened with Tek screws has a life of at least 10 years.

CANCELLED !! AGAIN !!

It has never happened before and will probably never happen again but the public field day on Saturday January 21st had to be cancelled, no less than 3 times in just over 6 months and 2 of them in the same month. This time it was extreme heat.

Due to the forecast for Saturday estimated at 42 degrees it was decided to notify the public in that day's Advertiser.

In fact the heat wave extended from Thursday through to Sunday and created the worst summer heat in Adelaide for some 66 years -- as follows--Thursday Jan.19th 40.2c, Friday 41.8c, Saturday 43.1c and Sunday 40.8c.

Apart from the fire danger no one in their right mind would want to drive a steam loco, or other for that matter, in a close area like SASMEE during 43 degree heat.

Morphetville races, some cricket and other venues were cancelled on Saturday, and with Sunday being a total fire ban in all districts the Steamranger services from Goolwa to Victor Harbour were also cancelled.

The only winner was Morphetvale Railway which operated non steam hauled trains in an area which is notably cooler.

Railway Park at Prospect also advertised that they would not be running on the Sunday due to the extreme heat.

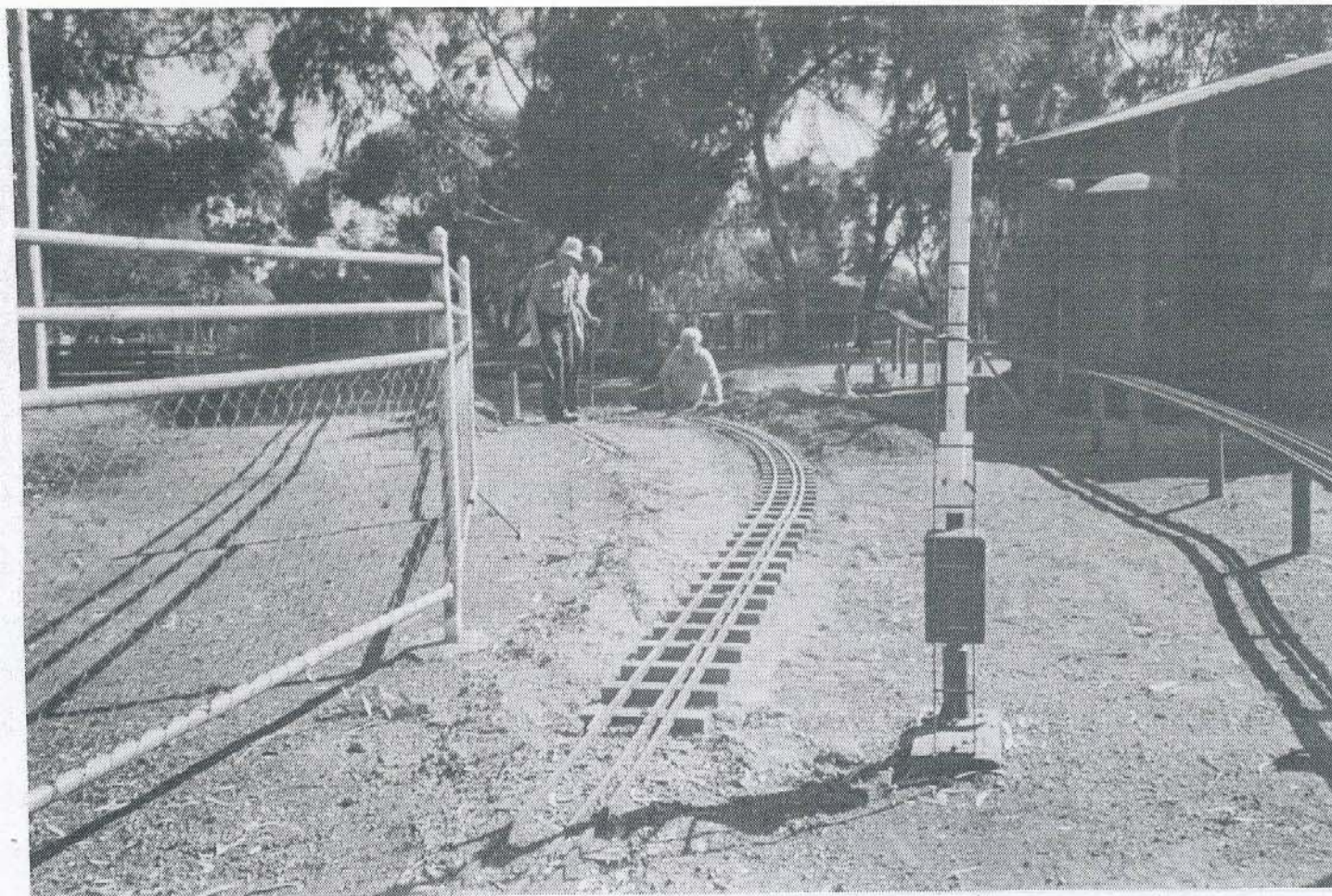


PHOTO 1

PHOTO 2



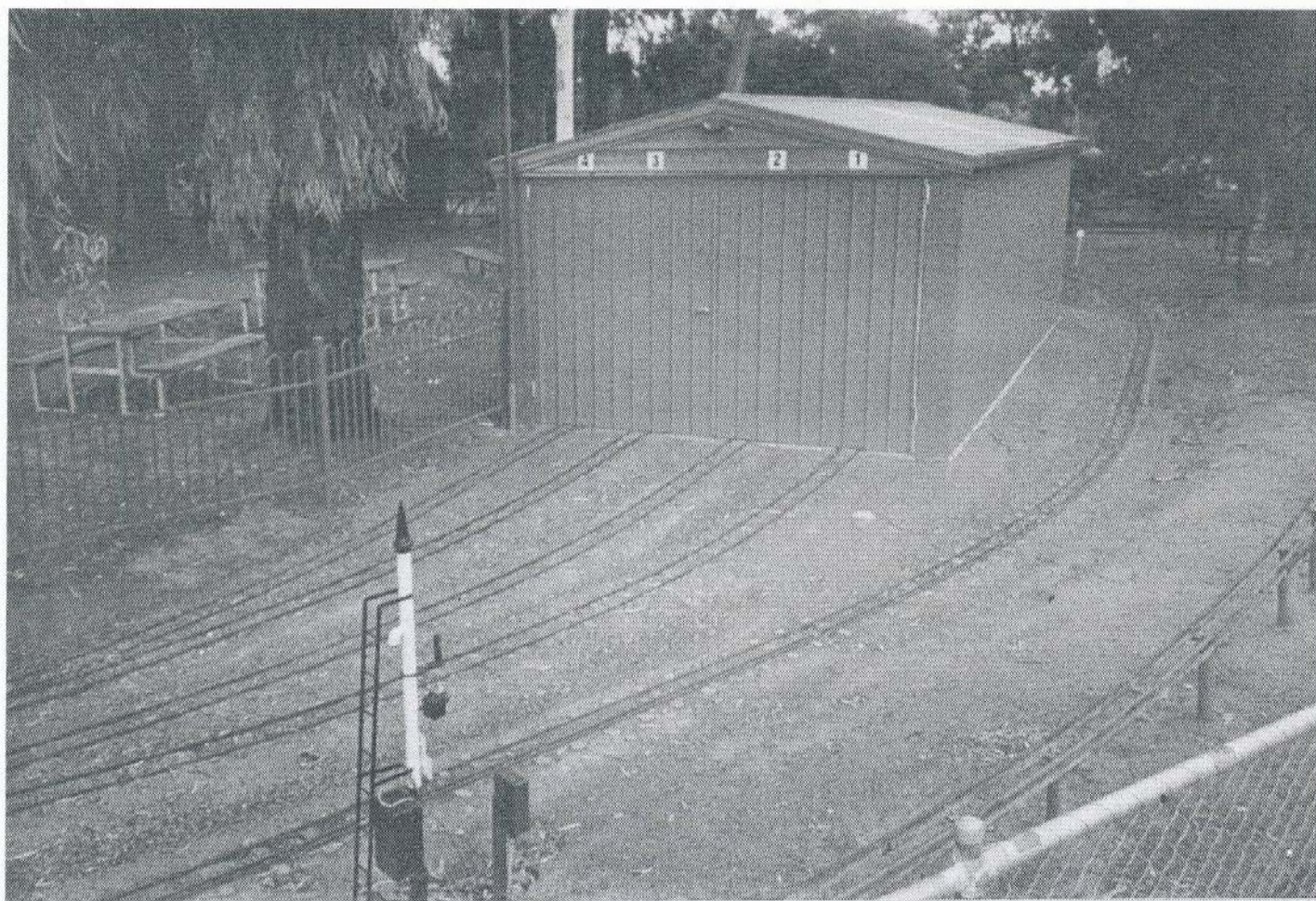


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PHOTO 4



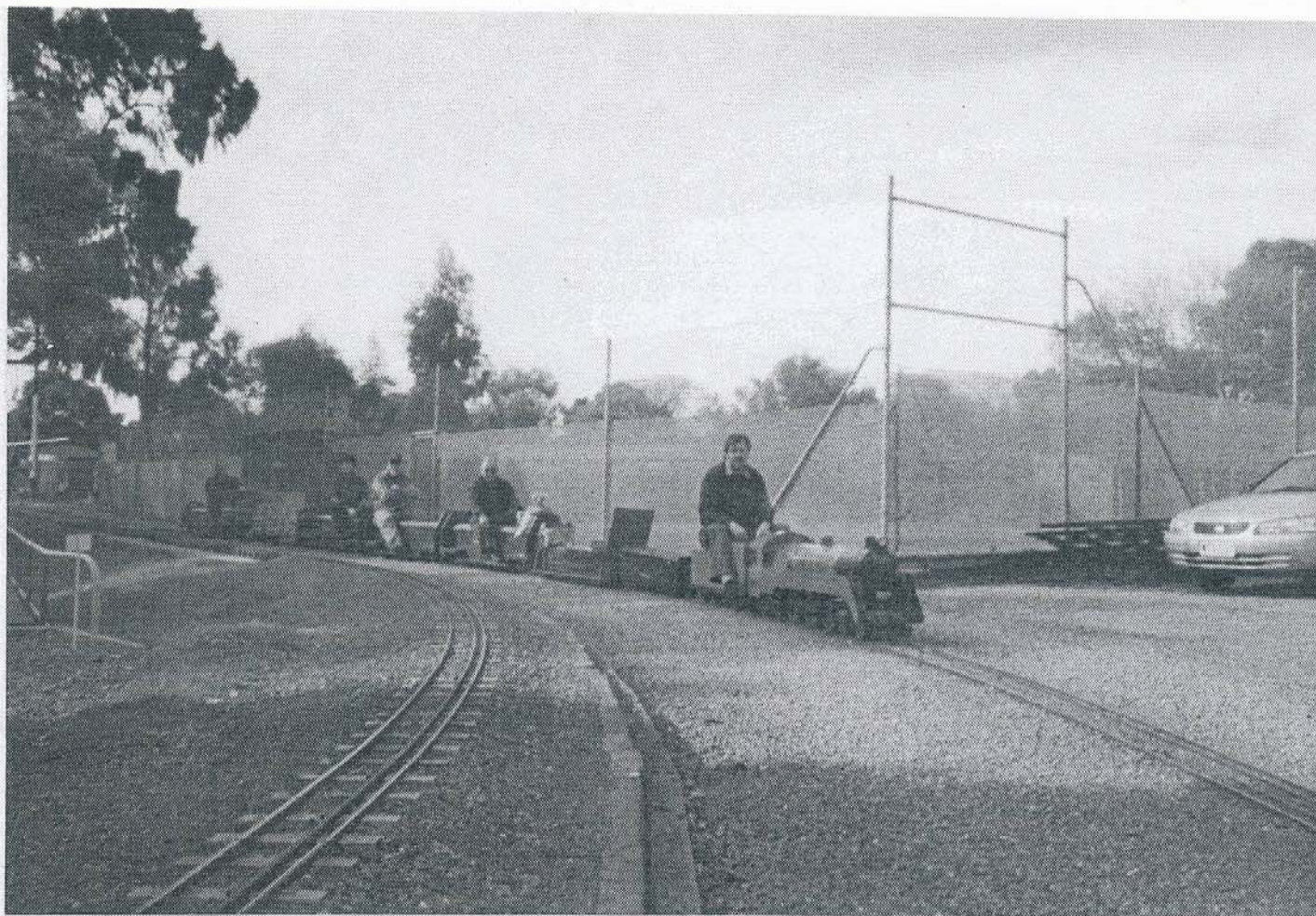


PHOTO 5

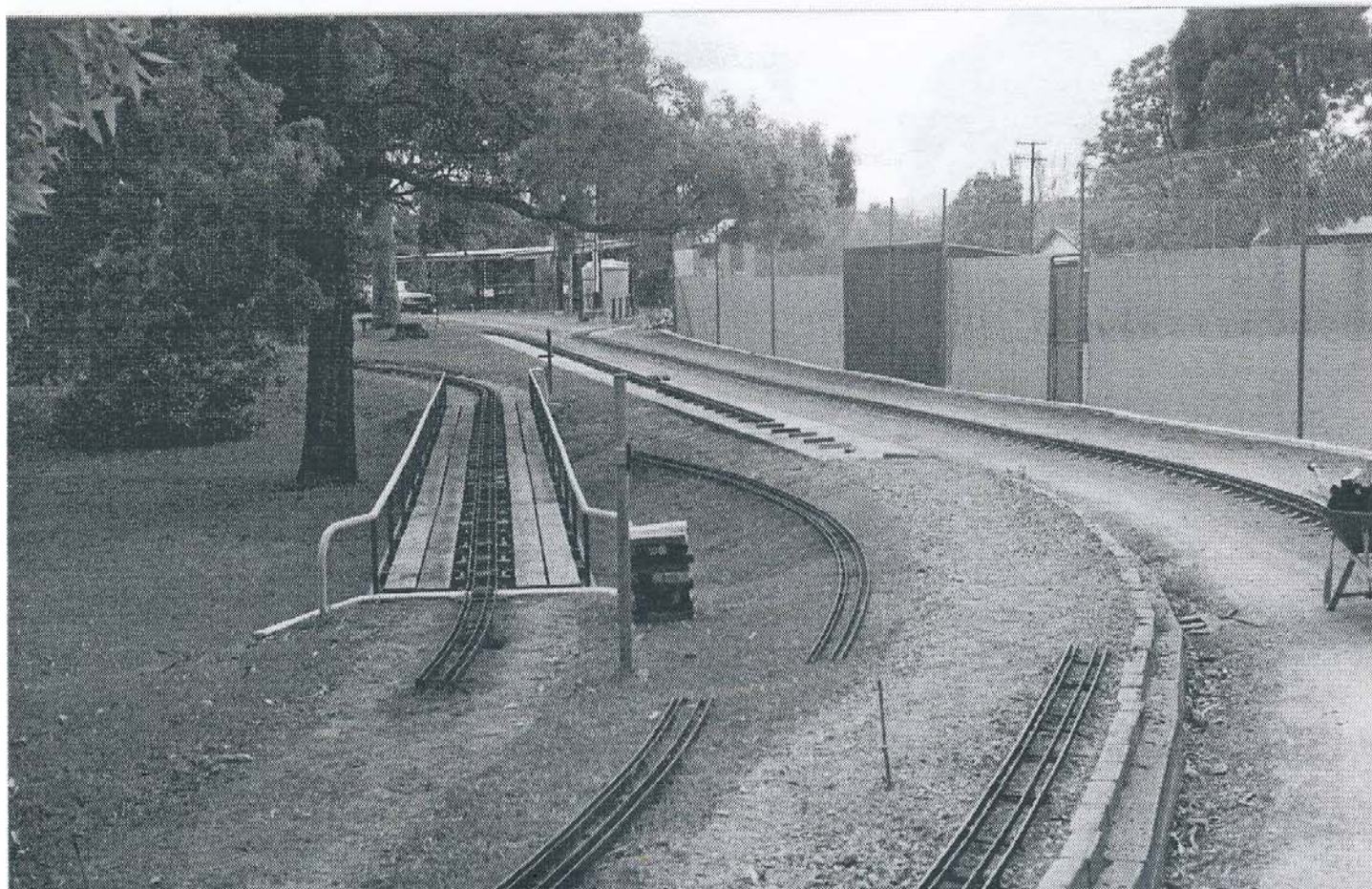
PHOTO 6





PHOTO 7

PHOTO 8



SUMMER RUNNING FEB. 2006

Sunday 5th February saw the first public field day run for 9 weeks due to Xmas and 2 cancelled consecutive run days due to foul weather.

The day was a warm 32 degrees with at least 4 goodly sized birthday parties in attendance. Jack Davey, in his usual unflustered manner, admitted quite a large crowd, who were well catered for by an adequate turn up of locos and water craft. It was welcome back to John Beal's "Schenectady" after a 2 year absence during which an overhaul and repaint took place. John's loco has always been a consistent performer at SASMEE. It was good to see a visitor from Penfield Model Engineers in the way of Tony Arnold who ran his fine looking tug-boat on the pond. Also hear tell that Norm Kernick's hydroplane sustained con rod problems during a run.

Additional mariners running boats Mary and Gerry Turner, Micheal Templeman, Jason Harris, Bob Smith, and Dean Deguisto.

The canteen staff of Marg. Lewis, Jean Clark and Mary Homann were kept busy with hot chips being a popular line.

Safety Officer of the day was Jeff Schaefer who ensured all things ran smoothly.

After having received its anual inspection by Bernie Dickinson the steam house boiler was in full operation under the guiding hands of boiler attendants John Weidenhofer, Colin Cook, Bob Scanlon and Ralph Ollerenshaw.

SASMEE PARK STATION 5"g

A very busy Graham Richards dispatched the following trains:-

2-8-2 D&RGW Mudhen #453	Peter Hoyer.
0-6-0 Schenectady	David Hawkins.
0-6-0+0-6-0 Kitson Meyer #34	Graeme Driscoll.
----- Steeple Cab Electric	Ian Clark.
----- Shunter 004 Junior	John Monte.

MILLSWOOD STATION 7.25"g

0-4-2 Talyllyn #1
0-4-0 Dolgoch #2
0-6-0 Koppel
2-6-0 Eudlo #3
0-6-0 Simplex
4-6-0 Black Five

Bert Francis.
Barry Dunstan.
Glen Templeman.
Andrew Mathews.
John Lewis.
Rodney Harris.

LIGHTING

For the benefit of members, additional flood lighting facilities has been installed in 2 areas:-

1. At the Eastern end of the 5"g carriage shed which will light up the old exhibition track area.
2. The 5"g turntable opposite the workshop.

SEATING

Extra seating has been installed on the grounds for the benefit of the public. A member requested a small seat in the carriage yards so he could sit and eat his lunch whilst keeping an eye on his simmering loco attached to its consist awaiting duty.

[We try and cater for al requests!]

FACILITIES

Water and air facilities have been set up at the western end of the 5"g carriage shed for the benefit of road vehlcles ???!!!

This area has now become a wasteland and some members are now beginning to question the viability of this project.

This topic can expect to get an airing at a general meeting sometime this year.

5" GAUGE LIFTER.

Following a couple of modifications to suit SASMEE requirements, the lifter became operational on wednesday 14th

December, with the successful transfer of Peter Hoyer's 300kg 2-8-2 "MUDHEN" from his van on to the turntable.

The lifter is powered by a new 430 c.c.a. battery supplied at a very good price by Peter Davey Toyota.

Very little effort is required to move the lifter on to its tracks, in fact on the day just mentioned the wind actually blew it along the track some 15 inches [no kidding!!]. All that is now required is a full paint job and a suitable cover.

Battery topup is by a solar powered charger.

Anyone not versed in the operation of the lifter should consult someone who does know, otherwise damage to lifter, loco or both may occur. The whole project came in well under budget.

Many thanks to the following members who made the idea possible:-

Peter Hoyer.

Dinki Di Engineering.

Bryan Homan.

Alex Mitropoulos.

Barry Dunstan.

John Lewis.

MEMORIAL

In recognition of a piece of SASMEE history spanning 40 plus years a small section of the old elevated track has been erected on several concrete pillars on top of the 5" g tunnel which faces the canteen.

This area was thought appropriate as it is well on view to the public.

The old elevated facilities were demolished in 1992 and the track converted to ground level operation. A commemorative plaque with details is attached to the old sample of the trackwork.

Many thanks to John Lewis who conjured up the idea of putting a portion of SASMEE history on show.

See photos in this edition showing the changeover.

DEAD END SIDING

On January 18th, Graeme Driscoll our points engineer, began the laborious task of converting a multi-gauge frogless type set of points to a conventional set. This involves exacting work in cutting out section of rail, removing pivoting sections and replacing with frogs and check rails, all incorporating 7.25" and 5" g.

When completed the points will be let into the line at the entrance to Millswood station [next to the signal box] thus allowing a train to back off into a dead end siding after unloading should the driver need a rest or otherwise.

The level crossing by the dump had rails inserted in the concrete some years ago, for the purpose in mind.

This will negate the need to do a full track circuit in order to exit the system.

SIGNALS

Our S&T Engineer, Ian Clark has been continuing for some time now, on the lengthy job of laying wires every which way in order to complete the signalling system which will connect the carriage yard exit and loco turntable exit with the main line.

When complete [possibly end of February] the system, which will incorporate 2 theatre board signs along with other features, will give another added attraction to the operation of our railway.

Helping out also has been Alex Mitropolous, also known as the "Electronic Kid". Many thanks chaps for this valuable contribution.

Editors Note:- In the last issue of the Bulletin there was a concise detailed item relating to signal additions with the introduction of the new 5" g carriage shed. Your Editor omitted to recognise that this very important subject was submitted by Ian Clark, our signal stalwart.

ELECTRICAL UPGRADE.

Several appliances in the canteen have been revamped necessitating some electrical work which was contracted out to Rawsons Electrical.

Additionally, some extra power points were installed including 2 in the clubhouse. The replacement were the post WW2 brown bakelite type, real old stuff. Upon advice we have also had an earth leakage switch installed in the main meter box.

ROLLING STOCK

Until now SASMEE has not owned any 5" gauge passenger cars.

[We have 6 x 7.25" gauge cars.] However Peter Hoyer has given the club the opportunity of purchasing 2 off x 6 footers from him.

These cars are of 2 of a set excellently constructed by builder Bob Brown [AMRS] some 15 years ago.

One car has vacuum brakes, the other mechanical. Both cars are fitted with Sanberg bogies with case hardened wheels.

These cars represent good value and should provide excellent service.

WESTERN DISTRICT LIVE STEAMERS

In early February we were made aware that this N.S.W. Club, with a membership of some 35 were most unfortunate to suffer major damage to property and club assets when vandals broke in, stole valuable items and then torched the place.

Rolling stock and locos were either destroyed or badly damaged, together with valuable boiler records.

Key members David and Rosemary Kirkland paid SASMEE a visit during the last convention at Penfield in 2003 and since then SASMEE and WDLS have swapped newsletters.

Recently WALSH have written to kindred clubs, including us, seeking help in the way of surplus rolling stock and even financial help. SASMEE realises that WALSH face a tough battle to get back on their feet. Accordingly it was decided that a cheque for

\$1000.00 would be forwarded with our best wishes.

A disaster like this happening to a small club is absolutely devastating and SASMEE hopes that other kindred clubs will rally to the cause and help in any way they can. If it happened to us we too would be seeking help.

SIGNING ON

Upon entering SASMEE grounds please don't forget to stop at the clubhouse and sign the attendance book.

TRACK -- VAC

The SASMEE grounds are ceaselessly littered with debris in the way of leaves, twigs, berries and other matter which necessitates regular raking and sweeping with oodles of barrow load trips to our green rubbish dump.

All of this takes manpower, and let's face it those few that do the job are not getting any younger !!

The time is well overdue for some assistance, and this has now arrived in the form of a motorised garden vacuum cleaner.

We were fortunate enough to pick up a good secondhand one from the Blackwood Lawn Mowing Centre for \$450.00.

It has a 5.5hp Honda motor and sure makes the job much quicker and easier. It rides on 4 pneumatic tyres, has a height adjustment and is also excellent for extracting leaves etc from our trackwork.

SICK LIST

On 17/11/05 Phil Waugh entered Calvary Hospital for a hernia operation, simple enough, but Phil ended up with pneumonia.

This was quite serious and Phil was on oxygen administration for some 7 to 10 days.

On 10/12/05 after showing good signs of recovery and no further need for oxygen he was transferred to College Grove Rehabilitation Centre at Walkerville where he met up with Morrie Turner who was also convalescing there.

Phil was discharged on 20/12/05 and allowed to go home where some help was arranged to further aid his recovery. Phil cannot drive his car anymore and accordingly he would be only too pleased to have a phone call from any member desirous of having a chat. Phone number is 8242 1237.

INTERCLUB INVITATION

The mode of communication between kindred railway clubs takes the form of invitations to special running days. Here all members can get together, with no public, have a good chin wag, compare ideas and just play trains --- in other words enjoy themselves.

The Morphet Vale Railway is no exception and to this end invited all for a get together on Saturday 28th January.

Notwithstanding a showery day the club pulled out all stops to make the day enjoyable including plenty of locos, steam and diesel, countless rolling stock and a sausage sizzle provided.

Their revamped premises are very spacious and passenger friendly and their trackwork bears the fruits of their love and dedication to the hobby.

Unfortunately only 3 SASMEE members were noted in attendance, a pity that more kindred members did not attend, perhaps it was the fact that the day clashed with another long established local meeting which many would feel takes precedence.

Perhaps next year a different date would allow more flexibility in member's diaries.

Anyway the icing on the cake was the stirring sight and sound of 4 steam locos hauling, with somewhat ease, a 60 metre long train of 23 cars interspaced with passengers.

Interestingly it can be noted that each metropolitan club has its own particular theme or trademark and obviously M.V. Rail endeavours to emulate full size practice, and they do it well.

SOME SASMEE HISTORY

February 1980

The general meeting was a talk about life in the 1800's by a member, Professor Rex Symons, aged 101 !! Because of the extreme heat the meeting was held outdoors.

November 1980

Member Herb. Crocker, who engineered the the steam house which bears his name passed away at the Q.E.H.

March 1982

New 1.25" copper service was installed from meter in Millswood crescent to clubrooms. Cost \$550.00

May 1983

SASMEE membership stood at 153.

RAILWAY QUIZ.

Q. When did SASMEE's 7.25" g track first open for public running.?

Answer in next Bulletin.

Answer to quiz --- last Bulletin

Q. What was Terowie Station most famous for?

A. General Douglas Macarhurs famous statement ending with the words --- "And I shall return"

N.B. As Terowie is unknown to most Australians it was generally accepted that the General's speech was made when he disembarked the train in Melbourne. History books show this assumption to be incorrect.

PHOTO GALLERY

Photo 1

Repositioning the track on Northern curve -- old right of way visible under Ian Clark's foot.

Chain wire fence still to be removed for new carriage shed to be erected. 4th May 2005

Photo 2

Shed being erected by Olympic Industries.

Northern curve in new position. 13th August 2005

Photo 3

Shed and track work completed. 2nd December 2005

Photo 4

Set of curved points completed to serve tracks 3 and 4
21st September 2005

Photo 5

Ian Thomas on his 4-6-2 #8443 hauling heavy consist including dynamometer car during the loco efficiency trials at SASMEE. 27th August 2005

Photo 6

Exiting the tunnels Bryan Homann on 5"g Nigel Gresley paces Glen Templeman on 7.25"g Koppel during a recent public field day.

Photos by Barry Dunstan, 1 to 6

Photo gallery cont. next page.

FROM THE PAST

Photo 7

Preparing to drop the elevated track, during a 3 week break between public field days, during 1992.

Photo 8

The track bed has been cleared of concrete pillars ready to accept placement of the track on specially cut sleepers.

N.B. This track served well until a 4 year period, ending in 2004, during which time new 25 x 12mm rail was laid in slotted timber sleepers.

Photos from SASMEE archives, 7 & 8

FOR SALE

50 assorted badges, some British locomotive Railway company badges. Australian Locomotive badges plus convention and club badges.

Some quite rare.

Enquires to Barbara on 8297 2314

OTHER THINGS ----- The Editor

Bit of trivia. This Bulletin is the largest newsletter so far printed. It contains 34,416 single letters or characters.

Having recently made a couple of metal casting dies there was a need for a tryout method to be able to see the form of which the tooling would produce. Heating of high temperature metals was not possible so alternatives were sort. I recalled industry using low melting point metals, names such as Woods metal, Mazac or Cerebend? [not sure of spelling].

In looking up the Web it revealed that the international firm of SOLDER-TECH could be a source of supply. On visiting our local company in Lloyd St St Marys and using the above descriptions they said how much do you want. ??

Purchase is in Kilograms, comes in the form of a typical solder stick size.

Their code for this material is, Fusible Alloy Stick CAP. 158/163.

Fellow that sold it to me said don't leave it on the front seat of your car, it will be melted by the time you get home ! ?

In tryout this material melts with the heat of a lighted match!

I heated the dies and melted the solder with a kero blowlamp, solder ran like water filling the die with no gas defects.

I used marking fluid as a die release agent and upon solidifying the moulded shape came away easily from the die.

If you don't use flux the solder will not stick to any mating part.

Having proved the dies, [2 trials] the solder was then remelted into a sardine tin ready for the next job.

I believe that this material was/is used in the bending of tubing to avoid kinking.

SOLDER-TECH is a very well stocked engineering supplier, worth a visit or phone call. 8276 8566.

Another company of interest is Small Parts & Bearings.

[Queensland] Email, <http://www.smallparts.com.au/>

I needed 1.5metres of 3.175 mm OD X 1.753mm ID stainless steel tubing for the BR2 push rods. Was ready to give up as no supplier could be found in Australia.

Found some in Switzerland at a landed cost in Australia for \$287.00! Cash up front with 2 months lead time.

Stumbled over the above company who promoted being the supplier to hobbyists. MANY ITEMS of interest to us.

They have a drop down menu of products, with specifications, prices etc. They had exactly what I wanted, price \$61.00 which included express post. From point of order to home delivery, 26 hours. [Usual disclaimers]

Looked at the Expiry date on your Boiler certificate lately?

Testing by booking ahead with the club inspectors.

S. A. S. M. .E. E. OFFICE BEARERS
2005----- 2006

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